Daily Diary Report by Bid Item

Contract No.: 04-0120F4
Diary #: 526 **Const Calendar Day:** 709 **Date:** 14-May-2014 Wednesday
Inspector Name: Feather, Bernard **Title:** Transportation Engineer
Inspection Type: Intermittent
Shift Hours: 08:00 am 05:00 pm **Break:** 01:00 **Over Time:**
Federal ID:
Location:
Reviewer: Shedd, Bill **Approved Date:** **Status:** Submit

04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge

Weather

Temperature **7 AM** **12 PM** **4PM**
Precipitation **Condition** not recorded

Working Day ☑ If no, explain:

Diary: Dispute ☐

General Comments

Track progress of FWS mechanical piping installation under CCO 187 and CCO 339. Track progress of FWS work on east anchorage dehumidification units. Misc MEP paperwork and write diaries.

04-0120F4 **Bid Item:** **128** **0-000-000.128** **DEHUMIDIFIER SYSTEM**
F.W. SPENCER AND SON, INC

Diary: Dispute ☐

Dehumidification System **128** 0-000-000.128

At 0645, I met Charles Bailey,. National Air Balancers, to go to the tower head and west loop to test the units there. The results are as follows:

Charles Bailey (NAB) and I went to the tower head and the west loop dehumidification unit today to perform the testing.

1.Tower Head: testing was complete and the data logger was placed. Inside the chamber, the CT data logger read 40.3% RH next to the access opening to the saddle, and 41.2% RH in the well to the SW. Charles tried to install the neoprene plugs over the test ports, but the plugs were bigger than the holes and he did not have a drill bit to ream out the holes. When we go up the tower on Friday to retrieve the data logger, he will plug the test ports.

2.West Loop Unit: When we arrived at the platform, the unit was running on"Manual." We tried to check the set point, but the control panel asked for a password, which we did not have. We switched the unit to "Auto" to perform the testing, but the unit shut down. Without the unit running on "Auto." Testing could not be performed so the test was terminated. When we left, we switched the unit back to "Manual," and the process air started, but the reactivation air did not. I suspect the unit is not running on"Auto" because it is not getting a SCADA signal.

Following testing, I went to the east anchorage and met with Steve Gwizdak, FWS. Steve Gwizdak, Ignacio Aranda, and Josh Klotovich were in the east anchorages installing the flashings in the reactivation air and makeup air intakes and to take measurements of the reactivation air outlets.

CCO-187 **Bid Item:** **001** **0-MSI-EFA.187** **MEP/Structural Interferences**
SMITH-EMERY SF

Labor

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute

Contractor: SMITH-EMERY SF

Certified Welding Ins	OTH	SALVADOR MERINO	4.00	0.00	0.00	4.00	☐

Diary: Dispute

12" DIP installation **001** 0-MSI-EFA.187 ☐

Sal Marino spent approximately 4 hours performing welding QC on the FWS work at CB 19, per the direction given in RFI 3617.

CCO-187 **Bid Item:** **001** **0-MSI-EFA.187** **MEP/Structural Interferences**

F.W. SPENCER AND SON, INC

Labor

Contractor: F.W. SPENCER AND SON, INC

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Plumber/Pipefitter	JNM	NARCISO BIAGI	4.00	0.00	0.00	4.00		☐
Plumber/Pipefitter	FOR	TOM COLOMBO	4.00	0.00	0.00	4.00		☐

Diary: Dispute

12" DIP installation **001** 0-MSI-EFA.187 ☐

Working from a lane closure of the #1 lane of the EB bridge, the FWS crew, including Josh Johnson and Tim Esquivel, spent the first half of the shift installing the redundent PS-5s for the 12" CCSF Water Main at the expansion loop at PP 126 to support the DIP elbows per the direction given in RFI 3617.

The crew used a 70 amp weldig machine, a 2.5 HP generator, three crew trucks and small tools in the performance of this work.

Note that in the response to RFI 3617R00, PB, the designers, called out a L 125 x 89 x 13 for the redundent PS-5s. FWS purchased L 125 x 89 stock, cut it to size, blasted and primed it, and in the case of the 10" DIP line, had installed it. In the response to RFI 3617R01, PB corrrected this mistake and called out the PS-5 support beam as a L 152 x 89 x 13, such that the redundent PS-5s are consistant with the contract PS-5. In an email of 5/14/2014, PB approved the used of the smaller angle.

CCO-339 **Bid Item:** **001** **0-MPI-ELS.339** **Modify Piping at PP128**

F.W. SPENCER AND SON, INC

Labor

Contractor: F.W. SPENCER AND SON, INC

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Plumber/Pipefitter	JNM	NARCISO BIAGI	4.00	0.00	0.00	4.00		☐
Plumber/Pipefitter	FOR	TOM COLOMBO	4.00	0.00	0.00	4.00		☐

Diary: Dispute

Bike Path Mechanical Expansion Loop **001** 0-MPI-ELS.339 ☐

After receiving the PFTE material, the FWS crew, including Josh Johnson and Tim Esquivel, spent the second half of the shift laying out the bolting patterns for the PTFE layer on the PS-33 and PS34 support beams per the direction given in RFI 3627.

The crew used a 2.5 HP generator, 3 crew trucks, and small tools in performance of this work.

CCO-354 **Bid Item:** **001** **0-FWS-ELS.354** **CIC - Mechanical Impacts - F.W. Spencer**

F.W. SPENCER AND SON, INC

Diary:

Dispute ☐

Mechanical Change of **001** 0-FWS-ELS.354

The mobilization to and from the bridge for the mechanical work will be covered under the CCO 187 and CCO 339 work for this shift.

In addition to the equipment used in the performance of the work, the crew used a towed port-a-potty which will be charged via a monthly invoice under CCO 354.

CCO-365 **Bid Item:** **001** **0-CIC-EFA.365** **CIC - Dehumidification System**

F.W. SPENCER AND SON, INC

Diary:

Dispute ☐

Dehumidification System Change of Character **001** 0-CIC-EFA.365

The FWS crew spent 1/2 hour mobilizing from the elevator at W2 to the east anchorage splay chambers and 1/2 hour returning to W2.

Charles Bailey spent approximately 45 minutes to climb to the tower head from the elevator at W2 to perform testing and 45 minutes to go to the west loop to test the unit there. Following the work at the west loop, Charles B. spent 15 minutes to return to his truck at the base of W2. Charles Bailey and I agreed to round the mobilization up to 2 hours to account for inefficiencies due to CIC.